



## Dayton's "Complete Streets" Guidelines Earn National Recognition

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Dayton's [Livable Streets](#) policy—designed to improve access and safety for all users of public streets, including bicyclists, pedestrians, children, people with disabilities and public transit users—has earned high rankings by the [National Complete Streets Coalition](#), the leading national advocacy organization for complete street design.

According to the Coalition report "Complete Streets Policy Analysis 2010," the City of Dayton Livable Streets policy is ranked among the Top 5 City Policies and scored in the Top 15 among all 219 local, county, regional or state complete streets policies or resolutions approved prior to 2011.

As a result of Dayton's policy, adopted by the City Commission in February of 2010, new street maintenance and construction projects include, where applicable, features such as wider sidewalks, bike lanes and sharrows, street trees, street furniture, green space or landscaping and accommodations for public transit users.

Two street improvements authorized by the Dayton City Commission on June 8 align with Livable Streets policy guidelines. An enhanced transit shelter featuring improved handicapped accessibility and solar-powered lighting will be installed near the downtown campus of Sinclair Community College. In addition, 10 solar-powered, trash-compacting waste cans will be installed at high-use transit stops around the city. Both of these enhancements are funded by grants provided by the Greater Dayton Regional Transit Authority.

Additional projects featuring complete streets elements include: new downtown gateways on West First Street, West Third Street and East Third Street; 10-foot wide sidewalks on the new Philadelphia Drive Bridge and the planned Ridge Avenue Bridge; bike lanes or sharrows on downtown streets; and future bike lanes or trails connecting downtown Dayton to east Dayton, the University of Dayton area and Kettering. The forthcoming City of Dayton 2025 Bicycle Action Plan also draws upon the goals and objectives of the Livable Streets Policy.

"Walkable, bikable neighborhoods and commercial districts are important to a city's livability and economic vitality," said Commissioner Nan Whaley, an advocate of complete streets initiatives in Dayton. "Our Livable Streets policy is helping to guide planning and investment as we work to revitalize Dayton's neighborhoods and economy."

The National Complete Streets Coalition ranking follows another recent acknowledgement of City of Dayton initiatives. In April, fdiIntelligence, an international journal of economic development and public policy, named Dayton one of the top ten small American Cities of the Future. fdiIntelligence also ranked Dayton second in direct investment strategy and third in small business friendliness.

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